



**CITY OF SANTA BARBARA  
COMMUNITY DEVELOPMENT DEPARTMENT  
DRAFT MITIGATED NEGATIVE DECLARATION – MST2009-00385**

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970," as amended to date, this Draft Mitigated Negative Declaration has been prepared for the following project:

**PROJECT LOCATION:** 1213 Harbor Hills Drive, Santa Barbara, CA

**PROJECT PROPONENT:** Jarrett Gorin, AICP; Vanguard Planning LLC

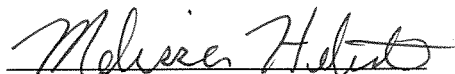
**PROJECT DESCRIPTION:** The project involves the assemblage and merger of six lots that were created as part of the illegal Roger's Tract subdivision (see additional information below under Plans and Policy Discussion, Land Use and Zoning Designations) in order to create a new 1.089-acre lot and satisfy a Conditional Certificate of Compliance. A new single family residence would be constructed on the 1.089-acre lot. In order to satisfy the conditions of the Certificate of Compliance, a lot frontage modification is required because the lot would have only 15 feet of frontage on a public street. The new house would total 4,217 net square feet with an attached 672 square foot garage. The building would be two stories and would have a maximum height of 30 feet above finished grade. The building has been designed to follow the topography of the site, and would appear as a one-story structure when viewed from Harbor Hills Drive (north elevation), and would be a full two stories (30 feet) when viewed from the south. Site development also includes a new driveway, site retaining walls, patios, barbeque and fire pit, landscaping and a spa. An existing four-foot wide pedestrian trail easement is proposed to be realigned onto the project site because the proposed driveway would conflict with the existing conceptual alignment. In order to minimize the grading required to carry out the project, the new house would be constructed on caissons. The project includes landscaping (yet to be designed) that would be consistent with the City's Fuel Management Requirements, and storm water management improvements including permeable pavement, cisterns, a catch basin, and vegetated swale with French drain.

**IDENTIFIED MITIGATION:** Environmental effects identified as potentially significant in the Draft Mitigated Negative Declaration include impacts related to **biological resources, geophysical conditions and hazards**. The Draft Mitigated Negative Declaration includes proposed mitigation measures to mitigate potentially significant impacts to a less than significant level. Mitigation measures to further reduce adverse but less than significant impacts related to **aesthetics, air quality and geophysical conditions** have also been identified in the Draft Mitigated Negative Declaration.

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**MITIGATED NEGATIVE DECLARATION FINDING:**

Based on the attached Initial Study prepared for the proposed project, it has been determined that the proposed project will not have a significant effect on the environment.

  
Environmental Analyst

5/31/11  
Date

CITY OF SANTA BARBARA  
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

**INITIAL STUDY/ ENVIRONMENTAL CHECKLIST**

**PROJECT: 1213 Harbor Hills Drive**

**MST2009-00385**

**May 31, 2011**

This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

**APPLICANT/ PROPERTY OWNER**

Applicant: Jarrett Gorin, AICP; Vanguard Planning LLC  
735 State Street, Suite 204, Santa Barbara, CA 93101-5502

Architect: Lloyd Malar, DesignARC, Inc.  
29 W. Calle Laureles, Santa Barbara, CA 93105

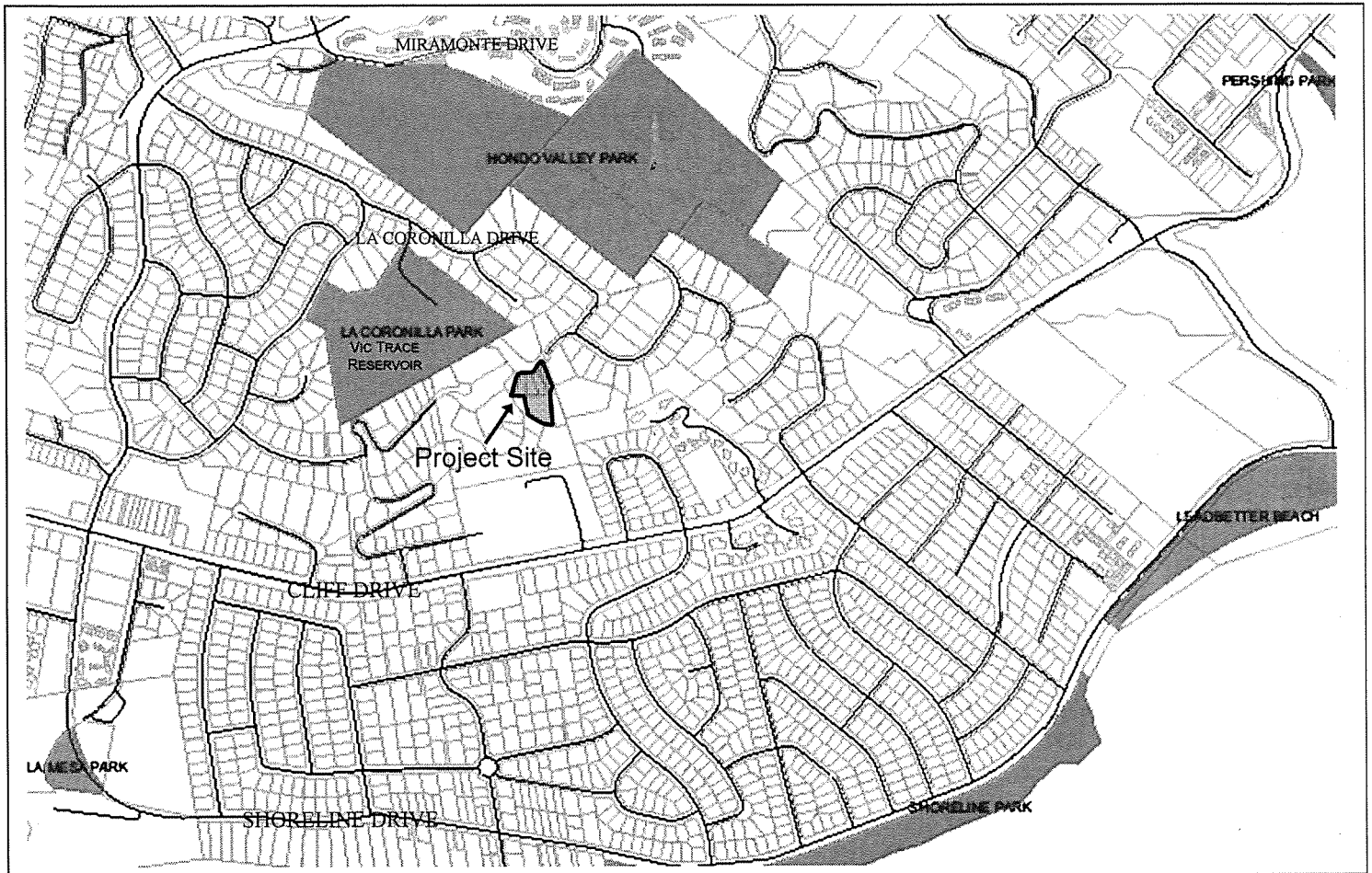
Civil Engineer: Mike Gones, Civil Engineer  
1518 Bath Street, Santa Barbara, CA 93101

Owner(s): Sharon Clenet-Purpero and Anthony Purpero  
1211 Harbor Hills Drive, Santa Barbara, CA 93109

Gathercole LLC  
c/o Sharon Clenet-Purpero and Anthony Purpero  
1211 Harbor Hills Drive, Santa Barbara, CA 93109

**PROJECT ADDRESS/LOCATION** (See Vicinity Map below and *Exhibit A-Topographic Map*)

The project site consists of Lots 118, 119, 121, 122, 123 and 124, located at 1213 Harbor Hills Drive and totaling 1.089 acres. The project site is located immediately southwest of the terminus of Harbor Hills Drive, approximately 925 feet north of Cliff Drive. The project site is located in the Alta Mesa neighborhood of the City of Santa Barbara.



Vicinity Map – 1213 Harbor Hills Drive

## **PROJECT DESCRIPTION** (See also *Exhibit B-Project Plans*)

**Project Components:** The project involves the assemblage and merger of six lots that were created as part of the illegal Roger's Tract subdivision (see additional information below under Plans and Policy Discussion, Land Use and Zoning Designations) in order to create a new 1.089-acre lot and satisfy a Conditional Certificate of Compliance. A new single family residence would be constructed on the 1.089-acre lot. In order to satisfy the conditions of the Certificate of Compliance, a lot frontage modification is required because the lot would have only 15 feet of frontage on a public street. The new house would total 4,217 net square feet with an attached 672 square foot garage. The building would be two stories and would have a maximum height of 30 feet above finished grade. The building has been designed to follow the topography of the site, and would appear as a one-story structure when viewed from Harbor Hills Drive (north elevation), and would be a full two stories (30 feet) when viewed from the south. Site development also includes a new driveway, site retaining walls, patios, barbeque and fire pit, landscaping and a spa. An existing four-foot wide pedestrian trail easement is proposed to be realigned onto the project site because the proposed driveway would conflict with the existing conceptual alignment. In order to minimize the grading required to carry out the project, the new house would be constructed on caissons. The project includes landscaping (yet to be designed) that would be consistent with the City's Fuel Management Requirements, and storm water management improvements including permeable pavement, cisterns, a catch basin, and vegetated swale with French drain.

**Demolition/Construction:** The total construction period is anticipated to last approximately 20 months, with the first two of those months required for construction of the driveway improvements, and the remaining 18 months for the excavation of foundation areas and construction of the residence.

**Required Permits:** The discretionary actions required by the City are:

- (a) A Modification to provide less than the required 90 feet of frontage on a public street in the E-1 Zone (SBMC §28.15.080).
- (b) SFDB approval is required for the grading/site design, architecture and landscaping.

The project also requires the following non-discretionary permits:

- (a) Voluntary Lot Merger of APNs 035-480-037, 035-480-039, 035-480-040 and 035-480-041 to create a 1.089 acre lot.
- (b) Building Permit(s) to construct the proposed improvements.

## **ENVIRONMENTAL SETTING**

### **Existing Site Characteristics**

Topography: Steeply sloping to the south. Slopes vary from approximately 20% to greater than 40%, with the vast majority of the site having slopes greater than 30%. The building site (development envelope) slope is 35%. Drainage from the site naturally flows overland down the hillside.

Flooding/Fire Hazard: The project site is located in the Coastal Interior Zone of the City's High Fire Hazard Area. The potential fire behavior in this zone is considered moderate to low. The site is not subject to flooding or tsunamis.

Creeks/Drainage: A natural watercourse is present near the southwest corner of the property.

Biological Resources: The project site contains coastal sage scrub habitat and non-native grassland. No Federally- or State-protected plant or animal species reside at the site.

Noise: The project site has an average ambient noise level of less than 60 decibels (dBA Ldn 24-hour day/night average).

### **Existing Land Use**

Existing Facilities and Uses: The subject lots are currently vacant and have no permitted uses.

Access and Parking: Pedestrian access to the vacant lots is gained from the end of Harbor Hills Drive. There is currently no formal vehicular access or parking on the site.

## PROPERTY CHARACTERISTICS

	Assessor's Parcel Number:	Parcel Size:	Owner:
Lot 118	035-480-037	8,349 sq. ft.	Clenet Trust
Lot 119	035-480-037	9,321 sq. ft.	Clenet Trust
Lot 121	035-480-037	9,288 sq. ft.	Clenet Trust
Lot 122	035-480-039	7,168 sq. ft.	Gathercole, LLC
Lot 123	035-480-040	6,648 sq. ft.	Gathercole, LLC
Lot 124	035-480-041	6,671 sq. ft.	Gathercole, LLC
		47,445 sq. ft. total (1.089 acres)	
<b>Zoning:</b>	E-1 (One Family Residential)	<b>General Plan Designation:</b>	Residential – 3 units per acre
<b>Existing Land Use:</b>	vacant	<b>Proposed Land Use:</b>	Single-family residential
<b>Slope:</b>	Site = 41%; within development envelope = 35%		
<b>SURROUNDING LAND USES:</b>			
<b>North:</b>	Residential	<b>East:</b>	Residential
<b>South:</b>	Residential	<b>West:</b>	Residential

## PLANS AND POLICY DISCUSSION

*(CEQA Guidelines 15063, Contents of Initial Study specifies inclusion of “An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls.”)*

### **Land Use and Zoning:**

The General Plan Land Use Designation for these lots is Residential, three dwelling units per acre. With a proposed lot size of 1.089 acres, and proposed construction of one single-family residence, the project is consistent with its General Plan Land Use Designation.

The project site is located in the Alta Mesa neighborhood, which is bordered by Loma Alta Drive on the east; Elings Park on the west; by the existing development oriented to Cliff Drive on the south; and by the base of the steep hillside on the north. This neighborhood is almost entirely zoned E-1, requiring lot sizes of 15,000 square feet. In the past, minimum lot sizes were smaller than the current E-1 requirements and the development trend created lots that were, in many cases, too small for the topography. Older subdivisions in the area to the southeast have lot sizes ranging between 10,000 square feet to 1.4 acres. Older subdivisions to the north and west have lot sizes ranging from 8,000 square feet to 24,700 square feet. In order to regulate and limit residential development in hillside areas, the City's Slope Density Ordinance (adopted in 1975) requires that minimum lot sizes be increased based on the slope of the property, as shown below:

Percent of Average Slope	Factor	E-1 Zone Requirement
10% up to and including 20%	1.5 times minimum lot area	22,500 sq. ft.
over 20% up to & including 30%	2.0 times minimum lot area	30,000 sq. ft.
over 30%	3.0 times minimum lot area	45,000 sq. ft.

With an average slope of 41 percent, the proposed parcel at 1213 Harbor Hills Drive would require three times

the minimum lot size requirement, or 45,000 square feet. Because the proposed parcel would have a lot size of 47,445 square feet, it would comply with the minimum size requirements of the E-1 Zone.

The E-1 Zone also requires each lot to have 90 feet of frontage on a public street. Although the project site would take access from a public Street (Harbor Hills Drive) via an easement, the lots comprising the project site have minimal frontage on a public street. A Modification has been requested to relieve the project from complying with this zoning standard.

Additional zoning regulations related to development of the project site include setbacks, parking, open yard and height. The proposed development would be consistent with each of these requirements.

The subject property is located within the Rogers Tract, which originated from a survey recorded in 1929. The Rogers Tract was subdivided by a series of deed conveyances between 1929 and the late 1950s. In 1979, the Planning Commission determined that the undeveloped Rogers Tract lots, including each of the six subject lots, were illegally subdivided.

In accordance with the State Subdivision Map Act (Map Act), the City issued a Conditional Certificate of Compliance for the subject lots in May 2009, thus legalizing the lots. The Map Act provides that a local agency can impose conditions from local ordinances that would have been applicable to the division of property at the time the applicant acquired interest in the property. Conditions included in a Conditional Certificate of Compliance are required to be fulfilled prior to issuance of any permit or grant of approval for development on the property. The relevant conditions in this case are the zoning requirements that: 1) the property shall be combined or added to as necessary to comply with the lot area requirements of the E-1 zone for a newly created lot (including slope density provisions), and 2) the property shall have a minimum of 90 feet of frontage on a public street. As discussed above, the project would comply with the required minimum lot size of 45,000 square feet, but requires a modification to provide less than the 90 feet of required lot frontage.

The existing parcels surrounding this site range in lot size from 8,700 to 65,900 square feet and with slopes that range from 11 to 49%. Most of the lots in the vicinity have slopes greater than 30%, and most have significantly less than the required 45,000 square feet of lot area.

## **General Plan Policies:**

### ***Conservation Element***

City Conservation Element policies provide that significant environmental resources of the City be preserved and protected. The Conservation Element requires implementation of resource protection measures for archaeological, cultural and historic resources; visual, biological and open space resources; specimen and street trees; air and water quality; and to minimize potential drainage, erosion and flooding hazards.

The project may be found generally consistent with applicable policies of the Conservation Element through adherence to the identified project design and mitigation measures as detailed in the initial study (refer to Aesthetics, Biological Resources and Geophysical Conditions sections), such that potential significant adverse impacts to the City's environmental resources are avoided and minimized to the maximum extent feasible. With implementation of required and recommended mitigation measures to address fuel management, grading, development, and construction dust, the project could be found consistent with the policies of the Conservation Element.

### ***Seismic Safety/Safety Element***

The City's Seismic Safety/Safety Element requires that development be sited, designed and maintained to protect life, property, and public well-being from seismic and other geologic hazards, and to reduce or avoid adverse economic, social, and environmental impacts caused by hazardous geologic conditions. The Seismic Safety/Safety Element addresses a number of potential hazards including, geology, seismicity, flooding, liquefaction, tsunamis, high groundwater, and erosion.

The project site is subject to some geologic and environmental constraints. As discussed in the Initial Study analysis, potential impacts associated with these hazards would be adequately addressed by implementing the

identified project design such that construction of the proposed development would ensure seismic and geologic stability, and reduce or avoid potential environmental impacts associated with unstable geologic conditions. With implementation of required mitigation measures, the project could be found consistent with the policies of the Seismic Safety/Safety Element.

### ***Noise Element***

The City's Noise Element includes policies intended to achieve and maintain a noise environment that is compatible with the variety of human activities and land uses in the City. The proposed development would not generate a significant increase in existing noise levels in the neighborhood in the long-term or exceed noise level guidelines of 60 dBA CNEL exterior or 45 dBA CNEL interior. As such, the proposed project could be found consistent with the applicable policies of the Noise Element.

### ***Circulation Element***

The Circulation Element of the General Plan contains goals and implementing measures to reduce adverse impacts to the City's street system and parking by reducing reliance on the automobile, encouraging alternative forms of transportation, reviewing traffic impact standards, and applying land use and planning strategies that support the City's mobility goals. As discussed in the Initial Study analysis, potential traffic and parking related impacts are less than significant, therefore the project could be found consistent with the policies of the Circulation Element.

Relevant ***Single Family Residential Hillside Housing Design Guidelines*** include:

- 26.5 *Fit in with hillside topography and background*
- 26.6 *Avoid interrupting natural ridgelines and skylines. Set the house below these.*
- 29.2 *Preserve slopes greater than 30% by avoiding grading and clearing.*
- 30.1 *Set house on the site so that the length of the driveway is minimized.*
- 30.2 *Minimize the visibility of driveway cuts on the property.*
- 30.4 *Design driveway slope with the natural topography.*
- 32.3 *Avoid crowding or overwhelming neighboring residences.*

The project has been reviewed by the Single Family Design Board who determined that the project, as designed, could be found to be generally consistent with these guidelines.

## **ENVIRONMENTAL CHECKLIST**

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

**Significant:** Known substantial environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

**Potentially Significant:** Unknown, potentially significant impacts that need further review to determine significance level and whether mitigable.

**Potentially Significant, Mitigable:** Potentially significant impacts that can be avoided or reduced to less than significant levels with identified mitigation measures agreed-to by the applicant.

**Less Than Significant:** Impacts that are not substantial or significant.

1. AESTHETICS Could the project:	NO	YES <i>Level of Significance</i>
a) Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		Less Than Significant
b) Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?		Less Than Significant
c) Create light or glare?		Less Than Significant

### **Visual Aesthetics - Discussion**

**Issues:** Issues associated with visual aesthetics include the potential blockage of important public scenic views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

**Impact Evaluation Guidelines:** Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project's potential impacts to scenic views is focused on views from public (as opposed to private) viewpoints. The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from public viewpoints. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important public scenic views, including important views from scenic highways; extensive grading and/or removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

### **Visual Aesthetics – Existing Conditions and Project Impacts**

The City's Master Environmental Assessment (MEA) maps identify the subject lots as located in an area of visual sensitivity and major hillside with slopes in excess of 30%. The entire project site has an average slope of 41%. The new house would be located within the identified development envelope, which has an average slope of 35%.

With respect to hillside development, there are several applicable goals and policies under the Conservation Element related to Visual Resources that apply to the project site, which are listed below.

*Visual Resources Goal – “Prevent the scarring of hillside areas by inappropriate development.”*

*Visual Resources Policy 2.0 – “Development on hillsides shall not significantly modify the natural topography and vegetation.”*

*Visual Resources Strategy 2.1 – “Development which necessitates grading on hillsides with slopes greater than 30% should not be permitted.”*



*Visual Resources Strategy 2.3 – Use of native or naturalized and fire retardant vegetation should be encouraged for landscaping on major cut and fill slopes where development occurs on hillsides.*

*Visual Resources Strategy 2.3 – All development on hillsides should be required to landscape the downslope side so as to hide or break up large surface area views of structures facing down slope.*

*Visual Resources Goal – “Protect and enhance the scenic character of the City.”*

*Visual Resources Policy 3.0 – “New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.”*

*Visual Resources Goal – “Protect significant open space areas from the type of development which would degrade the City’s visual resources.”*

*Visual Resources Policy 5.0 – “Significant open space areas should be protected to preserve the City’s visual resources from degradation.”*

**1.a) Scenic Views** - There would be no impacts to a scenic highway because the project site is not located on, nor is it visible from, a designated scenic highway, and there are no roadways eligible for designation as scenic highways in the area.

The proposed development would be located at the top of this hillside lot, and involves some of the last remaining undeveloped lots in this Alta Vista neighborhood. Due to existing development near the project site, existing vegetation, and the site location and topography, the new residence would be minimally visible from Harbor Hills Drive, and would only block private views of the ocean from immediately in front of the proposed house at the end of Harbor Hills Drive. Because Harbor Hills Drive dead ends in this location, public use of this portion of the street is minimal. The proposed residence would also be seen from the residences to the north, including 1218 and 1214 Harbor Hills Drive, and from the residences to the east. Views to the Pacific Ocean are unlikely to be affected by the proposed residence because the residences to the north are higher on the hillside than 1213 Harbor Hills Drive and the residences to the east are able to view the ocean directly south of their properties.

The proposed development would be visible from portions of Cliff Drive, as well as from portions of Shoreline Park. Photographs of the site from various locations are provided as **Exhibit D**. The new residence will be a continuation of the existing residential development immediately to the east. The areas surrounding the project site have open undeveloped areas that are partially disturbed and broken up with residential development and a municipal reservoir. Although this creates visual open space when viewing the site from Cliff Drive or Shoreline Park, the area is mostly privately held and zoned for residential development. Because the central portion of this undeveloped area is a valley located west of the project site that serves as a drainage swale for the area, it is unlikely that the central portion would ever be developed. However, development has been approved and is currently under construction on property west of the drainage (six single-family homes), and a developable lot is located north of the project site (1224 Harbor Hills Drive). The development of the subject site is proposed at the top of the lot, locating it close to existing development and leaving the majority of the downhill slope undeveloped. The project will slightly reduce the existing visual openness of the hillside on the subject property; however, due to the distances from which the site could be viewed, the reduction would be minimal from an environmental standpoint. A house is not inherently visually adverse, and the fact that it may be visible from public roads does not of itself constitute a significant visual effect. The project is limited in scope and would only permit one new residence, similar in size to surrounding development. The residence has been designed to minimize the apparent grading by cutting into the slope, which minimizes the amount of grading and the potential for hillside scarring that would occur if a different design approach was used.

The proposed project would not obstruct public scenic view corridors to the ocean or lower elevations of the City nor would it obstruct upper foothill or mountain views from the beach or lower elevations of the City. The project site would be visible intermittently from locations along Shoreline Park and Cliff Drive. However, it is surrounded by existing residential development, would be consistent with the surrounding urban development, and would not substantially change existing views. The project would result in a less than significant impact to public or scenic views because there are limited prominent public view points from which the project site can be viewed, and from those points the project would not significantly change the existing view, nor would the development result in a substantial loss of important public open space. However, because the site is visible from public viewing areas, changes to the hillside landscaping or the hillside itself, or moving the development farther from existing development, could result in an adverse aesthetic impact. Refer to discussion below for additional information and recommended mitigation.

**1.b) Aesthetics** – Existing development in the project vicinity consists of single-family residences. The proposed project would result in development similar in height and bulk to the existing surrounding development. The new residence would be a Spanish style design, with a plaster finish and clay tile roof. Stone walls would be Santa Barbara Sandstone. Landscaping has only been conceptually designed, but would have a Mediterranean palette. A retaining wall along the north side of the driveway would begin approximately halfway down the driveway, and would gradually increase in height to a maximum of six feet at the west end of the driveway. The project has been designed to be consistent with adjacent development and with the City's Hillside Housing Design Guidelines. The project has been conceptually reviewed by the Single Family Review Board (SFDB) on two occasions in August 2010 (*Exhibits E and F*). In general, the SFDB was supportive of the design. The SFDB requested a landscape plan to minimize views of the structure from Shoreline Park and additional details on slope and retaining wall heights. Consistent with City requirements, project design approval by the SFDB would be required prior to issuance of a building permit.

The entire project area is located on a south-facing slope. The grading design for the residence is similar to the surrounding neighborhood. The structure would be imbedded into the hillside and would step down the slope of the property, with the downhill elevations at two stories, plus a wall (approximately three to five feet in height) to support the terrace. The total amount of grading for the project would be 765 cubic yards (c.y.). This includes 594 c.y. of cut (450 c.y. of which is within the building footprint) and 171 c.y. of fill, with 423 c.y. of export. While the City closely scrutinizes proposals on new lots with steep slopes, the City also recognizes that there are legal lots<sup>1</sup> in the City with slopes greater than 30%. Tools such as the Neighborhood Preservation, Grading and Vegetation Ordinance (NPO) and the Single-Family Residence Design Guidelines include guidance for City Staff and decision-makers when reviewing development on constrained sites such as these. The NPO findings (SBMC §22.69.050) implement policies from the City's Conservation and Open Space Elements that focus on hillside development. These policies pertain to protection of the public health, safety, and welfare; appropriateness of proposed grading and development given the site topography; protection of existing trees; preservation of public views; and compatibility with the neighborhood.

In this case, grading outside the structure footprint would follow the natural landform as much as is feasible. The driveway has been aligned to minimize grading while meeting the required design standards for width, gradient and cross fall. The Single Family Design Board has reviewed the proposal to balance the use of retaining walls, maintain the natural topography, and minimize amount of grading proposed. Additionally, staff has worked with the applicant to reduce the development envelope by attaching the garage to the house and eliminating a previously proposed pool. The project has been designed to minimize the grading as much as possible; however, it is not feasible to entirely eliminate grading on hillsides with slopes greater than 30 percent. As previously stated, in cases where projects have steep slopes, the City uses the NPO findings and the Single-Family Residence Design Guidelines for guidance in reviewing these projects. These have been considered throughout the review of this project.

The proposed project would result in development similar in height and bulk to the existing surrounding development. Therefore, the project design and impacts on aesthetics are considered a less than significant impact. However, due to the project site's steep slope and visibility of the hillside, mitigation measures have been recommended to ensure that the development/design does not change in such a way as to create an aesthetic impact. Although not part of a prominent scenic view (as discussed above), the project site is visible from other areas of the City, and therefore changes to the location of the development on the site, inappropriate grading, or excessive removal of existing landscaping (for fuel modification or other reasons) could result in negative impacts to aesthetics and would be inconsistent with general plan policies related to hillside development. Additionally, changes to proposed grading, significant irrigation, or excessive or inappropriate fuel modification could result in hillside erosion, which would have a negative aesthetic impact. Mitigation to limit development to the identified Development Envelope and the mitigations identified in BIO-1, GEO-1, GEO-2, GEO-3, and GEO-4 would ensure that aesthetic impacts remain less than significant.

**1.c) Lighting/Glare** – The project would provide outdoor lighting typical of residential areas in a project of limited scope, and proposed building materials do not have the potential to create significant glare. Exterior lighting would be subject to compliance with the requirements of SBMC Chapter 22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and directed to the ground such that no undue lighting or glare would affect surrounding residents, roads, or habitat areas. All exterior lighting requires review and approval by the City's Single Family Design Board. As such, project impacts on lighting and glare would be less than significant.

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<sup>1</sup> Note that while the subject lots are considered legal as the result of the Conditional Certificate of Compliance, they are not considered "buildable" until the conditions of the certificate of compliance have been satisfied *and* development has been approved.

## **Visual Aesthetics – Recommended Mitigation**

**VIS-1 Development Rights Restrictions.** The Owner shall not make any use of the restricted portion of the Real Property as designated on the approved plans (those areas outside the Development Envelope) in order that those portions of the Real Property remain in their natural state. The Owner shall not make use of the restricted area including, but not limited to, grading, irrigation, structures, ornamental landscaping, or utility service lines, with the exception of stormwater management improvements identified on the plans and implementation of the Fuel Management Plan. The restricted areas shall be shown on the landscape plans. The Owner shall continue to be responsible for maintenance of the restricted area, and compliance with orders of the Fire Department. Any brush clearance shall be performed without the use of earth moving equipment and in accordance with the approved Fuel Management Plan.

*See also BIO-1, GEO-1, GEO-2, GEO-3 and GEO-4.*

## **Visual Aesthetics - Residual Impacts**

Less than significant.

2. AIR QUALITY Could the project:	NO	YES <i>Level of Significance</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?		Less Than Significant
b) Exceed any air quality emission threshold?		Less Than Significant
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated in non-attainment under an applicable federal or state ambient air quality standard?		Less Than Significant
d) Expose sensitive receptors to substantial pollutants?		Less Than Significant
e) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		Less Than Significant
f) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?		Less Than Significant
g) Create objectionable odors?		Less Than Significant

## **Air Quality - Discussion**

**Issues.** Air quality issues involve pollutant emissions from vehicle exhaust stationary sources (i.e. gas stations, boilers, diesel generators, dry cleaners, oil and gas processing facilities, etc), and minor stationary sources called “area sources” (i.e. residential heating and cooling, fireplaces, etc.) that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors. Stationary sources of air emissions are of particular concern to sensitive receptors, as is construction dust and particulate matter. Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality emissions. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO<sub>x</sub>] and reactive organic compounds [ROC] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) include demolition, grading, road dust, agricultural tilling, mineral quarries, and vehicle exhaust.

The City of Santa Barbara is part of the South Coast Air Basin. The City is subject to the National Ambient Air Quality Standards and the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national

standards. The CAAQS apply to six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

Santa Barbara County is considered in attainment of the federal eight-hour ozone standard, and in attainment of the state one-hour ozone standard. The County does not meet the state eight-hour ozone standard or the state standard for particulate matter less than ten microns in diameter (PM<sub>10</sub>); but does meet the federal PM<sub>10</sub> standard. The County is in attainment for the federal PM<sub>2.5</sub> standard and unclassified for the state PM<sub>2.5</sub> standard.

The SBCAPCD has also issued several notifications and requirements regarding asbestos exposure during demolition activities and toxic air emissions generated from activities such as gasoline dispensing, dry cleaning, freeways, manufacturing, etc., that may require projects with these components to mitigate or redesign features of the project to avoid excessive health risks.

Global Climate Change (GCC) is a change in the average weather of the earth that can be measured by changes in wind patterns, storms, precipitation and temperature. Although there is not unanimous agreement regarding the occurrence, causes, or effects of GCC, there is a substantial body of evidence that climate change is occurring due the introduction of gases that trap heat in the atmosphere. Common greenhouse gases (GHG) include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, ozone and aerosols. Natural processes emit GHG that help to regulate the earth's temperature; however, it is believed that substantial increases in emissions from human activities, such as electricity production and vehicle use, have substantially elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. While other greenhouse gases have higher global warming potential, carbon dioxide is emitted in such vastly higher quantities that it accounts for 85 percent of the global warming potential of all greenhouse gases emitted by the United States. Greenhouse gas emissions, therefore, are typically measured in terms of mass carbon dioxide equivalents, which is the product of the mass of a particular greenhouse gas and its specific global warming potential (CO<sub>2</sub> has a global warming potential of 1).

California is a substantial contributor of GHG (2nd largest contributor in the U.S. and the 16th largest contributor in the world); with transportation and electricity generation representing the two largest contributing factors (41 and 22 percent, respectively). According to the US EPA greenhouse gas emissions in the U.S. amounted to 7,260 million metric tons of carbon dioxide equivalents in 2005. The California Energy Commission estimates that California emissions in 2004 were approximately 482 million metric tons of carbon dioxide equivalents.

Assembly Bill 32 created the California Global Warming Solutions Act of 2006 that requires the California Air Resources Board to adopt regulations to evaluate statewide greenhouse gas emissions, and then create a program and emission caps to limit statewide emissions to 1990 levels. The program is to be adopted by 2012 and implemented in a manner achieving emissions compliance by 2020. AB 32, therefore, creates an emission reduction goal for the state of 173 million metric tons of carbon dioxide equivalents by 2020. AB 32 does not directly amend CEQA or other environmental laws, but it does acknowledge that emissions of greenhouse gases cause significant adverse impacts to human health and the environment.

California State Senate Bill 97, enacted in 2007, required that the CEQA Guidelines be amended to include "guidance for the mitigation of greenhouse gas emission or the effects of greenhouse gas emissions." The California Office of Planning and Research developed amendments to the CEQA Guidelines which were adopted by the California Natural Resources Agency on December 30, 2009 and became effective March 18, 2010. These amendments established a general framework for addressing global climate change impacts in the CEQA process. A number of state and regional agencies within California are working to develop procedures to evaluate climate change impacts in CEQA documents and to determine whether those impacts are significant. While these standards are being developed for Santa Barbara County, SBCAPD recommends that CEQA documents include: 1) a discussion of a project's impacts to and from global climate change; 2) a quantification of greenhouse gas emissions from all project sources; and 3) a discussion of how climate change impacts have been be mitigated to the extent reasonably possible for each project.

**Impact Evaluation Guidelines:** A project may create a significant air quality impact from the following:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly or sick people to substantial pollutant exposure.
- Substantial unmitigated nuisance dust during earthwork or construction operations.
- Creation of nuisance odors inconsistent with APCD regulations.

Long-Term (Operational) Impact Guidelines: The City of Santa Barbara uses the SBCAPCD thresholds of significance for evaluating air quality impacts. The SBCAPCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO<sub>x</sub>, and 80 pounds per day for PM<sub>10</sub>;
- Emit less than 25 pounds per day of ROC or NO<sub>x</sub> from motor vehicle trips only;
- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines: Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM<sub>10</sub>). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Exhaust from construction equipment also contributes to air pollution. Quantitative thresholds of significance are not currently in place for short-term or construction emissions. However, SBCAPCD uses combined emissions from all construction equipment that exceed 25 tons of any pollutant except carbon monoxide within a 12-month period as a guideline threshold for determining significance of construction emission impacts.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the ozone precursor significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

Global Climate Change: According to recent amendments to Appendix G of the CEQA Guidelines, a project would have significant impacts related to greenhouse gas emission if it would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. A number of state and regional agencies within California are currently working to develop procedures to determine specifically how this significance determination should be interpreted and to develop plans and policies for the reduction of greenhouse gas emissions. In the meantime, projects should be designed to reduce greenhouse gas emissions to the extent reasonably possible.

## **Air Quality – Existing Conditions and Project Impacts**

### **2.a) Clean Air Plan**

The project would result in the addition of one housing unit to the City. Direct and indirect emissions associated with the project are accounted for in the 2007 Clean Air Plan (CAP) emissions growth assumptions. The 2007 CAP uses 2002 Regional Growth Forecasts from the Santa Barbara Council of Governments (SBCAG) as a basis for its emission estimates. The 2002 SBCAG Regional Growth Forecast states that the projection for residential growth in Santa Barbara in the five year period from 2005 to 2010 is 554 housing units. The City of Santa Barbara records indicate that a total of 526 new units were issued Certificates of Occupancy (C of O) from 2005 to 2010, slightly below the growth assumption of 554 units. Therefore, the project is within the growth assumptions used for the preparation of the CAP. Appropriate air quality mitigation measures, including construction dust suppression, would be applied to the project, consistent with CAP and City policies. The project could be found consistent with the 2007 Clean Air Plan; therefore, impacts would be less than significant.

## 2.b-f) Air Pollutant Emissions, Sensitive Receptors, and Cumulative Impacts

### Long-Term (Area Source & Operational) Emissions:

Substantial long-term project emissions could potentially stem from stationary sources which may require permits from the APCD and from motor vehicles associated with the project and from mobile sources. Examples of stationary emission sources that require permits from APCD include gas stations, auto body shops, diesel generators, boilers and large water heaters, dry cleaners, oil and gas production and processing facilities, and wastewater treatment facilities. As proposed, the project would be a single-family residence, with all of the uses and vehicle trips associated with this type of development, and does not include any stationary sources. Utilizing the URBEMIS 9.2.4 computer model (*Exhibit G*) and SBAPCD emission factor data, it is estimated that the proposed project would generate the following combined operational (vehicle) emissions and area source emissions:

Pollutant	Vehicle (lbs/day)	Stationary/ Area Source (lbs/day)	Combined (lbs/day)	SBAPCD Threshold (lbs/day)
ROC	0.08	0.07	0.15	motor vehicle sources: 25; all sources combined: 240
NO <sub>x</sub>	0.11	0.01	0.12	motor vehicle sources: 25; all sources combined: 240
PM <sub>10</sub>	0.13	0	0.13	all sources combined: 80

Project-related vehicle emissions would be well below the threshold of significance of 25 pounds per day for both ROC and NO<sub>x</sub>. The combined operational (vehicle), area, and stationary source emissions from all long term project sources would be well below the SBAPCD threshold of 240 pounds per day of ROC or NO<sub>x</sub> and 80 pounds per day of PM<sub>10</sub>. Therefore, the proposed project is anticipated to have a *less than significant* effect on long term air quality.

### Short-Term (Construction) Emissions:

Construction of the proposed project could result in emissions of pollutants due to grading, fumes, and vehicle exhaust. Utilizing the URBEMIS 9.2.4 computer model and SBAPCD emission factor data, it is estimated that the proposed project would generate the following construction emissions from all sources:

Pollutant	Proposed Construction Emissions (tons/year)		
ROC	0.18		
NO <sub>x</sub>	1.36		
CO	0.83		
SO <sub>2</sub>	0		
PM <sub>10</sub>	0.19		
PM <sub>2.5</sub>	0.10		
Total Proposed Emissions (tons/year)	2.66	SBAPCD Total Emissions Threshold (tons/year)	25

Sensitive receptors (single family residences) located adjacent to the project site could be affected by dust and particulates during project site grading and vehicle exhaust from construction equipment. The project would involve grading, paving, and landscaping activities which could cause localized dust related impacts resulting in increases in particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). APCD recommends standard dust control measures for any discretionary project involving earth-moving activities. Dust-related impacts to sensitive receptors would be *less than significant*, and would be further reduced with implementation of the recommended mitigation measures.

Diesel and gasoline powered construction equipment also emit particulate matter, NO<sub>x</sub>, and ROC. In order for emissions from construction equipment to be considered a significant environmental impact, combined emissions from all construction equipment would need to exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period. As shown in the table above, the combined emissions is 2.66 tons per year. Therefore, the proposed project is anticipated to have a *less than significant* effect on the environment. However, the APCD recommends measures for limiting vehicle exhaust, which are identified below as recommended mitigation measures.

### Global Climate Change:

Sources of carbon dioxide emissions that could result from the project include project-related traffic, natural gas use, landscape maintenance, consumer product use, solid waste generations, site lighting, and potable water delivery. Short-

term and long-term emissions of carbon dioxide that would result from the development of the project were estimated using the URBEMIS 9.2.4 computer program and SBAPCD emission factors as follows:

Construction CO <sub>2</sub> Emissions (tons/year)	Proposed Operational CO <sub>2</sub> Emissions (lbs/day)	Threshold
150.55	87.19	N/A

The California Energy Commission (CEC) estimates that California emissions in 2004 were approximately 492 Million Metric Tons of Carbon dioxide equivalent (MMTCO<sub>2</sub>E). The project's long-term emissions of carbon dioxide would not hinder the State's attainment of greenhouse gas emission reductions under AB 32 (173 million metric tons of carbon dioxide equivalents by 2020). Vehicle trips are part of the CO<sub>2</sub> calculation and the project-related average daily trips and vehicle miles traveled are also very small. The project's potential impacts on circulation systems (public transit, bicycle, pedestrian, and vehicle) are included in the Transportation/Circulation section of this Initial Study. The project would be required to comply with the California 2008 Building Energy Efficiency Standards. Construction emissions would be limited to the construction period and would be reduced through construction equipment emission control measures identified below as recommended mitigation measures. Finally, the project would not exceed other air quality significance thresholds adopted by the APCD. The project would, therefore, not result in substantial greenhouse gas emissions or impede the ability of the State to attain greenhouse gas reduction goals and would be considered less than significant.

## 2.g) Odors

The project is limited to residential use. The project would not contain features with the potential to emit substantial odorous emissions or smoke, from sources such as commercial cooking equipment, combustion or evaporation of fuels, sewer systems, or solvents and surface coatings. Due to the nature of the proposed land use and limited size of the project, project impacts related to odors would be considered less than significant.

## Air Quality – Recommended Mitigation

- AQ-1 Construction Dust Control - Watering.** During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to achieve minimum soil moisture of 12% to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust. Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas every three hours. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.
- AQ-2 Construction Dust Control – Tarping.** Trucks transporting fill material to and from the site shall be covered from the point of origin and maintain a freeboard height of 12 inches.
- AQ-3 Construction Dust Control – Gravel Pads.** Gravel pads, 3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes or a pipe-grid track out control device shall be installed at all access point to prevent tracking of mud onto public roads.
- AQ-4 Construction Dust Control – Minimize Disturbed Area/Speed.** Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
- AQ-5 Construction Dust Control – Disturbed Area Treatment.** After clearing, grading, earth moving, excavation, or demolition is completed, the entire area of disturbed soil shall be treated to prevent wind erosion. This may be accomplished by:
- Seeding and watering until grass cover is grown;
  - Spreading soil binders;
  - Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;
  - Other methods approved in advance by the Air Pollution Control District.

- AQ-6 Construction Dust Control – Surfacing.** All surfaces for roadways, driveways, sidewalks, etc., shall be laid as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- AQ-7 Stockpiling.** If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist by applying water at a rate of 1.4 gallons per hour per square yard, or treated with soil binders to prevent dust generation. Apply cover when wind events are declared.
- AQ-8 Construction Dust Control – Project Environmental Coordinator (PEC).** The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when construction work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.
- AQ-9 Engine Size.** The engine size of construction equipment shall be the minimum practical size.
- AQ-10 Equipment Numbers.** The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- AQ-11 Equipment Maintenance.** Construction equipment shall be maintained to meet the manufacturer's specifications.
- AQ-12 Catalytic Converters.** Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- AQ-13 Diesel Catalytic Converters.** Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.
- AQ-14 Diesel Replacements.** Diesel powered equipment shall be replaced by electric equipment whenever feasible.
- AQ-15 Idling Limitation.** All commercial diesel vehicles are subject to Title 13, Section 2485 and 2449 of the California Code of Regulations, limiting engine idling times. Idling of heavy-duty diesel trucks and diesel fueled or alternative diesel fueled off-road compression ignition vehicle during loading and unloading shall be limited to five minutes; auxiliary power units shall be used whenever possible.
- AQ-16 Portable diesel equipment.** All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program or shall obtain an APCD permit.
- AQ-17 Mobile construction equipment.** Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, Section 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emission from in-use (existing) off-road diesel-fueled vehicles. The current requirements include idling limits of 5 minutes, labeling of vehicles with ARB-issued equipment identification numbers, reporting to ARB, and vehicle sales disclosures. For more information, please refer to the CARB website at [www.arb.ca.gov/msprog/ordiesel/ordiesel.htm](http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm)

### **Air Quality - Residual Impacts**

Less than significant.



3. BIOLOGICAL RESOURCES Could the project result in impacts to:	NO	YES <i>Level of Significance</i>
a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?		Potentially Significant, Mitigable
b) Locally designated historic, Landmark or specimen trees?	X	
c) Natural communities (e.g. oak woodland, coastal habitat, etc.).		Potentially Significant, Mitigable
d) Wetland habitat (e.g. marsh, riparian, and vernal pool)?	X	
e) Wildlife dispersal or migration corridors?		Potentially Significant, Mitigable

### **Biological Resources - Discussion**

**Issues:** Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, native specimen trees, and designated landmark or historic trees.

**Impact Evaluation Guidelines:** Existing native wildlife and vegetation on a project site are qualitatively assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important biological resources exist, project effects to the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

### **Biological Resources – Existing Conditions and Project Impacts**

The City's updated Master Environmental Assessment (MEA) maps identify the project site as Upland Habitat, specifically ruderal (typically disturbed fields) and ornamental trees-landscape (residential areas).

Biological resources could be affected by the proposed development. The project site does not contain Coastal Perennial Grasslands or Southern Oak Woodland, but it does contain coastal sage scrub habitat, which is identified by the Conservation Element as an important environmentally sensitive biotic community that supports "a surprising number and variety of animals...due to the diversity of forage plants and availability of cover." Coastal sage scrub is identified as having a medium sensitivity to environmental changes. The project site is located on the eastern edge of a relatively large stretch of undeveloped open space that is mostly privately owned, but also includes City property developed with Vic Trace Reservoir. Much of this open space consists of non-native grassland; however, there are approximately three contiguous acres of coastal sage scrub habitat located primarily to the west and south of the project site. Off-site, to the west, is a small ephemeral drainage with no signs of riparian vegetation. Honda Valley Park, a large, continuous forested space, is located approximately 800 feet north of the project site. The development envelope is dominated by non-native grass and weeds; however, the property itself contains a small amount of remnant coastal sage scrub habitat, and removal of a portion of the coastal sage scrub will be required due to required fuel modification around the new house.

The General Plan includes goals and policies in the Conservation Element related to Biological Resources that apply to the project site, which are listed below.

*Biological Resources Goal – "Enhance and preserve the City's critical ecological resources in order to provide a high-quality environment necessary to sustain the City's ecosystem."*

*Biological Resources Policy 4.0 – “Remaining Coastal Perennial Grasslands and Southern Oak Woodlands shall be preserved, where feasible.”*

*Biological Resources Policy 5.0 – “The habitats of rare and endangered species shall be preserved.”*

**3.a, c, e) Endangered, threatened or rare species or their habitats; Natural Communities; Wildlife dispersal or migration corridors**

A Biological Assessment and Addendum, incorporated herein by reference, was prepared for the project by Rachel Tierney (dated May 26, 2010 and September 16, 2010, respectively) (*Exhibit H*), and finds that the project area consists of “highly disturbed non-native grassland and a small amount of remnant coastal sage scrub habitat.” The development envelope on the project site is dominated by non-native grass and weeds and is located over 100 feet from the ephemeral drainage to the west.

According to the Biological Assessment and Addendum, the site continues to support moderate- to high-quality wildlife habitat despite being surrounded by residential development. Amphibians, reptiles, birds and mammals are expected to inhabit the project site. No sensitive plant or animal species listed or proposed for listing by federal or state agencies are known or expected to inhabit the project site. Two sensitive plant species are known to be found locally, although they were not found on-site: Plummer’s baccharis and Santa Barbara honeysuckle. The following special-status wildlife species (California Species of Concern and/or Federal Species of Concern) are known to be found locally but were not found on the site during the site visit and are not known to previously occur on the site: legless lizard and coast horned lizard; avian species such as northern harrier, white-tailed kite, coopers hawk, sharp-shinned hawk and common yellow throat; and monarch butterflies. While some sensitive birds may forage onsite during non-breeding months, they are not expected to nest on site. The monarch butterfly and silvery legless lizard are not expected on site, and no impacts to them are expected. The Pallid bat (a California Species of Concern) may occasionally roost and/or forage on site but was not found of the site during the site visit and is not known to be there.

Coastal sage scrub is a declining natural community throughout the South Coast and in southern California. Although not identified as “sensitive habitat” by any state or federal regulating authority, the rapid loss of coastal sage habitat has led to the preservation and protection of intact, large stands whenever possible. An estimated 568 acres of intact stands of this habitat exist on hillsides throughout the City, with the largest areas of relatively undisturbed habitat occurring in the Las Positas Valley and in the foothills. Potential incremental development within and adjacent to scrub habitats in the City includes single-family homes, minor land divisions, and secondary facilities including driveways, water lines, and landscaping. Potentially significant impacts of future development could include temporary construction disturbance, incremental direct loss of habitat, and fragmentation of larger habitat and corridors. Long-term habitat and species disturbance could also occur due to human activities such as vehicle use, noise, lighting, pets, landscaping with invasive plants, and periodic vegetation clearing for fire management. Removal or fragmentation of coastal sage scrub habitat could impact special status wildlife such as the silvery legless lizard, and more common species such as Bewick’s wren. Special status plant species impacted may include Davidson’s saltscale, Santa Barbara honeysuckle and Hoffmann’s sanicle. Generally, contiguous areas of undisturbed coastal sage scrub of 5 acres or more could be considered a large enough area to consider preservation or avoidance measures, given the value of large contiguous undisturbed areas on open space, views, and bird and raptor and wildlife foraging.

Long-Term Impacts: The new residence is proposed to be located in the uppermost portion of the site, which contains disturbed non-native, annual grassland. Therefore, construction of the residence itself would not have a direct impact on sensitive habitat. However, the project site is located in a High Fire Hazard Area (refer to Section 6, Hazards for additional information), which means that fuel management to create defensible space is required around the footprint of the development. The City’s High Fire Hazard Area Landscape Guidelines require four vegetation management zones extending to a total of 100 feet from the proposed residence.

The Biological Assessment and Addendum analyzed potential loss of habitat due to fuel management.<sup>2</sup> Fuel Management Zone 1 (0-30 feet from structure) would not result in loss of sensitive habitat. Fuel Management Zone 2 (30-50 feet from structure) would result in the loss of 1,320 square feet of coastal sage scrub. Fuel Management Zone 3 (50-70 feet from structure) would result in the loss of 1,800-1,930 square feet of coastal sage scrub. Much of the coastal sage scrub in Zone 3 consists of undesirable species (*Artemisia californica*, *Baccharis pilularis* and *Salvia mellifera*) from a fire hazard perspective, and therefore it is recommended for removal rather than allowing it to remain in a managed state. Fuel Management Zone 4 (70-100 feet from structure) would result in the temporary loss of 2,815 square feet of coastal sage scrub due to selective thinning of native shrubs required every 3 to 5 years. Impacts to habitat value can be mitigated if

<sup>2</sup> The Biological Assessment analyzed a slightly larger building footprint (included a pool and breezeway to garage) than the current proposal, so actual areas of disturbance due to fuel management would be slightly less than identified therein and referenced herein.

coastal sage scrub is appropriately thinned. Total loss of coastal sage scrub would be approximately 6,000 square feet (0.14-acre). Loss of coastal sage scrub due to fuel modification is considered a potentially significant, mitigable impact. Mitigation involves implementation of an environmentally sensitive approach to fuel management that will maintain some native scrub in Zone 3 and maintain scrub in Zone 4. This environmentally sensitive approach to the Fuel Management / Landscape Plan also addresses erosion, drainage and aesthetic concerns (as well as long-term maintenance) by requiring selective thinning (mosaic approach) rather than complete removal of coastal sage scrub, minimal irrigation (while remaining compliant with Fire Management requirements) and deep-rooted vegetation that will not require frequent maintenance or thinning. See additional discussion in Aesthetics and Geophysical Conditions sections.

The contiguous coastal sage scrub area in the project vicinity is approximately three acres and partially disturbed. With implementation of Mitigation Measure BIO-1, the removal of 6,000 square feet (0.14-acre) of coastal sage scrub would result in less than significant impacts to biological habitats.

**Short-Term Impacts:** Raptors and possibly other sensitive birds may forage on-site in non-breeding months; however, sensitive fauna are not expected to nest within the project site. Birds that may nest on-site would be common to this area and elsewhere. No sensitive animals are known from this site. Any sensitive species that may occur would be found within the scrub, and not within the disturbed grassland where all construction is proposed. Other animals that may frequent or breed on-site are expected to be common to the area. Therefore, temporary direct (e.g. ground disturbance) and indirect (e.g. noise, increased human activity) impacts resulting from construction of the residence and associated improvements would have an adverse but less than significant impact on sensitive species. However, given the large size of the project site and adjacent contiguous open space, the potential for vegetation removal activities to impact nesting migratory birds protected under the Federal Migratory Bird Treaty Act is higher than for average sites. This potential impact is potentially significant, mitigable with required mitigation measure BIO -2 to avoid clearing during the bird nesting season.

**Cumulative Impacts:** The project represents an incremental loss of habitat resources. Therefore, cumulative impacts are considered a potentially significant, mitigable impact. Mitigation Measure BIO-1 would minimize the loss of coastal sage scrub habitat due to fuel modification. The resultant loss would be considered a less than significant cumulative impact due to the remaining permanent open space located nearby (Honda Valley, Elings Park and Douglas Family Preserve) and the limited size and disturbance associated with the habitat in the project vicinity.

### **3.b) Specimen Trees**

No impacts to locally designated historic, Landmark or specimen trees would occur as a result of the proposed project since no such resources exist on the site.

### **3.d) Wetland Habitat**

No impacts to wetland habitats would occur as a result of the proposed project since no such resources exist on the site.

## **Biological Resources – Required Mitigation**

**BIO-1 Fuel Management / Landscape Plan.** The following strategies for an environmentally sensitive vegetation management approach shall be incorporated into the required Fuel Management / Landscape Plan, consistent with the City's High Fire Hazard Area Landscape Requirements. This Plan shall be reviewed and approved by the City's Environmental Analyst and Fire Department prior to Project Design Approval by the Single Family Design Board.

**Zone 1** (0-30 feet from structures) – Shall remain free of non-irrigated, woody vegetation. All vegetation within 30 feet of the residence and other structures shall be moisture retaining irrigated groundcover, shrubs, and/or trees.

**Zone 2** (30-50 feet from structures) – Shall be landscaped with fire resistant, drought tolerant, deep-rooted, irrigated plants. Grasses and groundcovers shall be maintained at no more than 18 inches in height on slopes that require erosion control measures. Grasses are mowed elsewhere. Remove non-irrigated ladder fuels and deadwood annually.

**Zone 3** (50-70 feet from structures) – Shall be landscaped with fire resistant, drought tolerant, deep-rooted, native irrigated plants. Irrigation is required to establish and maintain vegetation, but minimal irrigation should be provided given slope and erosion concerns. Grasses and groundcovers shall be maintained at no more than 18 inches in height on slopes that require erosion control measures. Grasses are mowed elsewhere. Existing native shrubs shall remain, but be thinned to 15-foot centers with roots left intact. Remove non-irrigated ladder fuels and deadwood annually.

**Zone 4** (70-100 feet from structures) – Vegetation shall remain and be treated every 3 to 5 years to remove deadwood and up to a total of 50% cover. Roots shall be left intact. No irrigation should be located in this zone.

The Fuel Management / Landscape Plan shall include, to the maximum extent permitted by the Fire Department, the

following:

- Maintenance of existing coastal sage scrub to the maximum extent feasible consistent with Fire Department requirements.
- Native, drought-tolerant and deep-rooted vegetation.
- Temporary, rather than permanent, irrigation to establish new landscaping. Any approved temporary irrigation must be removed once plants have established themselves.
- Non-irrigated plantings in Zone 4 to the extent allowable.
- Plant spacing at such a distance that plants at maturity will not require frequent pruning.
- Plant species shall be chosen based on a preference for plants that will not require frequent maintenance such as pruning.

**BIO-2 Avoidance of Bird Nesting Season.** Removal of coastal sage scrub, and any trees if applicable, should take place outside of the breeding bird season (February 1-August 15). If these activities can not feasibly be avoided during the breeding bird season, the applicant shall submit a contract with a qualified biologist to conduct a survey of all areas within 300 feet of the shrub removal area to determine presence and behavior of birds, raptors, and other sensitive species. The surveys should occur no more than 7 days prior to any project operations. In the event that any sensitive wildlife species, raptors, or other birds exhibit reproductive or nesting behavior, development activities shall be halted until the contract biologist and City Environmental Analyst have determined that sufficient measures have been taken to avoid impacts to nesting or breeding birds or sensitive species. These measures are likely to include postponement of work within 300 feet from the nest (could be larger for some species) until nests are vacated, juveniles have fledged, and there is no evidence of a second attempt at nesting.

#### **Biological Resources - Residual Impacts**

Less than significant.

<b>4. CULTURAL RESOURCES</b>		<b>NO</b>	<b>YES</b>
Could the project:			<i>Level of Significance</i>
a)	Disturb archaeological resources?	X	
b)	Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?	X	
c)	Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses?	X	

#### **Cultural Resources - Discussion**

**Issues:** Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

**Impact Evaluation Guidelines:** Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

#### **Cultural Resources – Existing Conditions and Project Impacts**

##### **4.a) Archaeological Resources**

The project would result in grading and construction of one new single-family residence within the proposed development envelope. The proposed project would have no impact to archaeological resources because the project site is not located in any cultural resource sensitivity areas according to the City's MEA and no archaeological resources are therefore expected to occur in the project area.

##### **4.b) Historic Resources**

The proposed project would have no impact on historic resources because the project site is currently vacant and no existing historic resources have been identified on the project site or adjacent sites.

##### **4.c) Ethnic/Religious Resources**

There is no evidence that the site involves any ethnic or religious use or importance. The project would have no impact on historic, ethnic or religious resources.

#### **Cultural Resources – Mitigation**

No mitigation is required.

#### **Cultural Resources - Residual Impacts**

No impact.

<b>5. GEOPHYSICAL CONDITIONS</b>		<b>NO</b>	<b>YES</b>
Could the project result in or expose people to:			<b><i>Level of Significance</i></b>
a)	Seismicity: fault rupture?		Less Than Significant
b)	Seismicity: ground shaking or liquefaction?		Less Than Significant
c)	Seismicity: seiche or tsunami?	X	
d)	Landslides?		Potentially Significant, Mitigable
e)	Expansive soils?		Less Than Significant
f)	Excessive grading or permanent changes in the topography?		Potentially Significant, Mitigable

#### **Geophysical Conditions - Discussion**

**Issues:** Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, groundshaking, liquefaction (a condition in which saturated soil loses shear strength during earthquake shaking); or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

**Impact Evaluation Guidelines:** Potentially significant geophysical impacts may result from:

- Exposure to or creation of unstable earth conditions due to seismic conditions, such as earthquake faulting, groundshaking, liquefaction, or seismic waves.

- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Extensive grading on slopes exceeding 20%, substantial topographic change, destruction of unique physical features; substantial erosion of soils, overburden, or sedimentation of a water course.

### **Geophysical Conditions – Existing Conditions and Project Impacts**

A Preliminary Geologic Investigation (dated November 10, 2010) was prepared for the proposed project by Coastal Geology & Soil, Inc. and is incorporated herein by reference (*Exhibit I*) and summarized below. A Foundation Exploration (dated March 11, 2008) and Report Update/Response (dated October 13, 2010) were prepared for the project by Coast Valley Testing and are incorporated herein by reference (*Exhibit J*) and summarized below.

#### **5.a-c) Seismic Hazards**

**Fault Rupture:** The project site is not located in an Alquist-Priolo Special Studies Zone, and no known active or potentially active faults have been identified on the project site. The closest mapped faults to the site are the Lavigia fault (inactive) and Mesa fault (active). Uniform Building Codes provide for residential construction standards to address earthquake groundshaking. Project impacts related to fault rupture would be less than significant because there are no known active faults on the project site and no evidence of primary ground surface fault rupture was observed within the proposed development area.

**Ground Shaking and Liquefaction:** The project site is located in a seismically active area of southern California. Significant ground shaking as a result of a local or regional earthquake is likely to occur during the life of the project. According to the Geologic Investigation the site is not believed to be affected by secondary ground failure phenomena such as liquefaction or excessive ground settlement caused by strong ground shaking. Impacts related to ground shaking and liquefaction are considered less than significant.

#### **Seiche or Tsunami:**

The project site is located outside the tsunami run-up zone, as delineated in the City's Master Environmental Assessment Maps. Therefore, the project would have no impact related to tsunami hazards. Seiche most commonly occurs in lakes, bays and harbors, but can even occur in swimming pools. The Vic Trace Reservoir is the closest body of water to the project site; however, because it is covered it does not present a seiche risk. Therefore, the project would have no impact related to seiche hazards.

#### **5.d-e) Geologic or Soil Instability**

**Landslides:** The City MEA Maps identify the project site as having a high relative landslide potential. The Geologic Investigation states that no surface evidence of recent landslide activity or ancient or recent deep-seated landslides or past large-scale surficial slope failures was observed onsite. The Geologic Investigation concludes that the site is suitable, from a geologic perspective, for development of a single-family residence and associated improvements provided that certain soils and geologic engineering recommendations are implemented in the grading and foundation design. These recommendations include construction of approximately 36 caissons that would be 15-20 feet in depth. The Foundation Exploration done for the project site included a slope stability analysis, and, based on the results of that analysis, they concluded that the project site is safe for the proposed development. Full compliance with these geologic recommendations or updated recommendations of another registered geologist will be required as standard protocol prior to issuance of building permit and has been included as a mitigation measure related to grading. Impacts associated with landslides are considered less than significant.

The Geologic Investigation found that the proposed building pad is located in an area where adverse bedding planes have the potential to exist. Although not likely given the underlying Santa Barbara formation, there is the potential for these slopes to fail. If adverse bedding planes are discovered during grading, remedial action would be necessary to stabilize the slope for both the short- and long-term. This could include the implementation of more gradual cut slopes (e.g. 3:1 rather than 2:1) during construction, or changes to the retaining wall design (e.g. depth of footings or width of wall) to reduce the likelihood of failure. Although remedial action would be required, it is unlikely that it would result in significant changes to the site grading or have a significant secondary impact (e.g. on Aesthetics). This is considered a potentially significant, mitigable impact as it relates to geologic or soil instability, and would be reduced to a less than significant level through mitigation measure GEO-1.

**Expansive Soils:** The Foundation Exploration (also referred to herein as a Soils Report) determined that the project site's surface soils are considered moderately expansive. A very small portion of the project site (northwestern corner) contains soils designated as moderately high expansive clay soil. No habitable structures are proposed in this area, and impacts

related to expansive soils are considered less than significant.

#### **5.f) Topography; Grading**

The project site has an average slope of 41%. The development envelope (identified as five feet outside the footprint of the building and patio, extending to the northern property line, including a majority of the driveway) has an average slope of 35%. The development envelope represents 21% of the total site area. The project would involve approximately 765 cubic yards (c.y.) of grading, consisting of 594 c.y. of cut and 171 c.y. of fill, and resulting in 423 c.y. of export. Proposed development has been designed to be cut into the existing hillside, and would be constructed on caissons, thereby resulting in a relatively small amount of grading onsite and little overall change to existing topography. The caissons (minimum 18 inches in diameter) will vary in depth from 15-20 feet, and it is estimated that approximately 36 caissons will be required for the proposed residence. Utilizing the proposed caisson design minimizes grading on site. Any changes to this design could result in impacts related to grading and erosion. The proposed foundation design represents a potentially significant, mitigable impact related to grading. Mitigation Measure GEO-2 would ensure grading is conducted in a manner that would not cause adverse erosion or surficial slope failures. In addition, standard conditions of approval require the project applicant to prevent erosion impacts during construction through immediate planting and stabilization of graded slopes, covering stock piled materials, minimizing grading and stockpiling periods, etc. With the implementation of these measures, impacts related to grading would be less than significant. However, a mitigation measure is also recommended to ensure that this design utilizing caissons does not change as part of the building permit process, and that any substantial addition of grading amounts to the plans would require additional project and environmental review.

The project site is located in a High Fire Hazard Area. As a result, certain fuel management activities are required within 100 feet of the proposed structure. Changes to existing planting, installation of new planting, or excessive irrigation or clearance of vegetation have the potential to cause erosion if not designed and managed properly. Therefore, landscaping activities are considered potentially significant, mitigable. Mitigation (BIO-1) includes the use of drought-tolerant, deep-rooted plants, utilizing only temporary irrigation where appropriate, and designing to minimize maintenance/removal over time.

The proposed stormwater management plan includes a permeable driveway, underground cisterns capable of holding a one-inch storm event, and a vegetated swale/French drain system with outlet to an energy dissipater to prevent erosion. This stormwater management plan has been reviewed by the geologist and was deemed acceptable with regard to erosion and slope stability. Therefore, drainage and stormwater management represents a less than significant impact related to erosion. However, a mitigation measure is recommended to ensure that this design is not changed without review and approval by a geologist.

#### **Geophysical Conditions – Required Mitigation**

**GEO-1 Grading.** Any cut slopes created during grading activities shall be observed by an engineering geologist to determine if adverse bedding planes exist onsite. If adverse bedding planes are observed during grading operations, remedial actions, including, but not limited to retaining walls or cut slopes, shall be recommended at that time.

**GEO-2 Soils Report.** The project shall comply with the recommendations of the Foundation Exploration prepared for the site by Coast Valley Testing, Inc, dated March 11, 2008 and the Update by same dated October 13, 2010. Submit to the Building and Safety Division a copy of these reports and any applicable or appropriate revisions/amendments and implement the recommendations outlined in the report.

*See also BIO 1.*

#### **Geophysical Conditions – Recommended Mitigation**

**GEO-3 Caissons and Grading.** The foundation design for any new residence on the project site shall utilize caissons to minimize grading and erosion on site. Any changes to this proposed design or the addition of significant amounts of grading will require additional environmental analysis.

**GEO-4 Stormwater Management.** Any changes to the approved Storm Drainage and Hydrology Report prepared by Mike Gones and dated October 2010 must be reviewed and approved by a geologist to ensure that there are no adverse impacts related to erosion.

#### **Geophysical Conditions – Residual Impacts**

Less than significant.

6. HAZARDS Could the project involve:	NO	YES <i>Level of Significance</i>
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?		Less Than Significant
b) The creation of any health hazard or potential health hazards?		Less Than Significant
c) Exposure of people to existing sources of potential health hazards?		Potentially Significant, Mitigable
d) Increased fire hazard in areas with flammable brush, grass, or trees?		Less Than Significant

### **Hazards - Discussion**

**Issues:** Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

**Impact Evaluation Guidelines:** Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard

### **Hazards – Existing Conditions and Project Impacts**

#### **6.a,b) Hazardous Substances/Health Hazards**

The proposed residential use is not anticipated to create any new hazards because residential uses involve the use of only small amounts of hazardous materials such as paints, oils, cleaning supplies, pesticides, automotive fluids, etc. There are several existing programs designed to inform the public of this issue and provide opportunities to dispose of household hazardous waste. Construction on the project site would result in the use of equipment that involves fuel and oil use. In the unlikely event of an oil or fuel spill, the project would be subject to all applicable State and local requirements for management of spill clean up. The proposed project impact from the release of hazardous substances or the creation of any health hazard would be *less than significant* because of the limited quantities of hazardous materials that would be used on the project site, and because any usage of hazardous materials would be subject to all applicable State and local requirements for management and disposal of such materials.

#### **6.c) Exposure to Health Hazards**

The U.S. Environmental Protection Agency recommends four picocuries per liter as the action level for radon reduction. The project site is located in an area defined as having a high potential for indoor radon levels above four picocuries per liter. The submitted soils report has identified radon as a hazard on this property and has recommended several measures to mitigate this *potentially significant, mitigable* impact. Mitigation requiring below-slab ventilation and other construction measures intended to reduce radon accumulation indoors would reduce any impacts associated with potential exposure to radon to a less than significant level.

#### **6.d) Fire Hazard**

The project would result in the construction of one new single-family residence in a High Fire Hazard Area. Specifically, the project site is located in the Coastal Interior High Fire Hazard Area, which is considered to have potential fire behavior of moderate to high. Risk factors for this area are associated with combustible roofs on existing structures, the density of homes in the area, and their location adjacent to undeveloped lands that increase their exposure to radiant heat from burning vegetation.



Development located in the High Fire Hazard Area are required to maintain vegetation to create an effective fuel break by thinning dense vegetation and removing dry brush, flammable vegetation and combustible growth from areas within 100 feet of all buildings or structures.

The proposed project impacts related to wildland fire hazard would be *less than significant* through compliance with the City's Coastal Interior High Fire Hazard Area Landscape Requirements for vegetation clearance and landscape design, as well as all Fire Department and California Building and Fire Code requirements for adequate access, structural design and materials. While fuel modification plans are required of all projects in the High Fire Hazard Area, project-specific measures needed to protect against erosion, biological and visual impacts, as discussed in the Aesthetics, Biological and Geological Resources Sections, necessitates final review of the fuel modification plan by the Environmental Analyst and Fire Department pursuant to required mitigation measure BIO-1.

### **Hazards – Required Mitigation**

**H-1 Radon.** Any structures constructed for human habitation should incorporate adequate below slab ventilation to allow any naturally occurring radon gas emissions to ventilate, rather than accumulating indoors. Information on construction measures intended to reduce radon accumulation indoors shall be provided to the Building and Planning Divisions as part of construction drawings prior to issuance of a building permit.

*See also BIO-1.*

### **Hazards – Residual Impacts**

Less than significant.

7. NOISE Could the project result in:	NO	YES <i>Level of Significance</i>
a) Increases in existing noise levels?		Less Than Significant
b) Exposure of people to severe noise levels?		Less Than Significant

### **Noise - Discussion**

**Issues:** Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) *Noise Contour Map* identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level ( $L_{dn}$ ) or Community Noise Equivalence Level (CNEL) measurement scales. The  $L_{dn}$  averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since  $L_{dn}$  is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to  $L_{dn}$  but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and  $L_{dn}$  values usually agree with one another within 1 dB(A). The Equivalent Noise Level ( $L_{eq}$ ) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise.  $L_{eq}$  values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a

construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

**Impact Evaluation Guidelines:** A significant noise impact may result from:

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of the following:
  - **Residential:** Normally acceptable maximum exterior ambient noise level of 70 dB(A); maximum interior noise level of 45 dB(A).
- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

### **Noise – Existing Conditions and Project Impacts**

#### **7.a-b) Increased Noise Level; Exposure to High Noise Levels**

##### **Long-Term Operational Noise:**

The project would result in the construction of one new single-family residence in an area subject to average ambient noise levels of less than 60 dB(A), as shown on the City's Master Environmental Assessment noise contour maps. The project would therefore comply not only with the environmental noise level threshold of 70 dB(A), but also with the City's private exterior noise level compatibility criteria of 60 dBA CNEL. No substantial noise generation is anticipated to occur as a result of the proposed residential use. The proposed project's long-term operational noise impacts would be *less than significant* because the project site would not be subject to high noise levels nor would the project cause high operational noise levels.

##### **Temporary Construction Noise:**

The project would result in temporary construction noise due to grading and construction activities for the new home. Uses near the project site are residential. Noise from grading and construction equipment, truck traffic and vibration would affect surrounding residential uses during the construction period of approximately 20-months.

The proposed project impacts from grading and construction would be *less than significant* because the noise generated would be short term, and generally intermittent and sporadic. The level of the adverse effect from the temporary construction activities would be further reduced through adherence to the City's Noise Ordinance requirements and standard conditions of approval that limit construction to daytime hours when residents are less sensitive to noise increases.

### **Noise –Mitigation**

No mitigation is required.

### **Noise – Residual Impact**

Less than significant.

8. POPULATION AND HOUSING Could the project:	NO	YES  Level of Significance
a) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		Less Than Significant
b) Displace existing housing, especially affordable housing?	X	

### **Population and Housing - Discussion**

**Impact Evaluation Guidelines:** Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

### **Population and Housing – Existing Conditions and Project Impacts**

#### **8.a) Growth-Inducing Impacts**

Growth-inducing impacts would be *less than significant* because the project site is in an urbanized area that is currently served by all required infrastructure. The project would not involve a substantial increase in major public facilities such as extension of water or sewer lines or roads that would facilitate other growth in the area. The project would not involve substantial employment growth that would increase population and housing demand. Based upon American Community Survey data for 2005-2009, there are an estimated 2.35 residents per household in the City of Santa Barbara. Using that figure, one residential unit would generate approximately 2 to 3 new residents. This would amount to less than 0.01% of the City's 2009 population of 86,353. Existing infrastructure in the area is adequate to serve the proposed project and the small increase in population and housing associated with the new unit would be insufficient to substantially increase demand for services.

#### **8.b) Housing Displacement**

The project would not involve any housing displacement. *No impact* would result from the project.

### **Population and Housing - Mitigation**

No mitigation is required.

### **Population and Housing – Residual Impact**

Less than significant.

9. PUBLIC SERVICES Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:	NO	YES <i>Level of Significance</i>
a) Fire protection?		Less Than Significant
b) Police protection?		Less Than Significant
c) Schools?		Less Than Significant
d) Maintenance of public facilities, including roads?		Less Than Significant
e) Other governmental services?		Less Than Significant
f) Electrical power or natural gas?		Less Than Significant
g) Water treatment or distribution facilities?		Less Than Significant
h) Sewer or septic tanks?		Less Than Significant
i) Water distribution/demand?		Less Than Significant
j) Solid waste disposal?		Less Than Significant

### **Public Services - Discussion**

**Issues:** This section evaluates project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

**Impact Evaluation Guidelines:** The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

### **Public Services – Existing Conditions and Project Impacts**

**Facilities and Services:** The project site is located in an urban area where all public services are available. In 2005, the City prepared a General Plan Update: 2030 Condition, Trends, and Issues Report (September 2005) that examined existing conditions associated with fire protection, police protection, library services, public facilities, governmental facilities, electrical power, and natural gas. The CTI Report specifically analyzed whether there were deficiencies existing or anticipated for each of the public services. The CTI report determined that police and fire protection services, and library services are being provided at acceptable levels to the City. In addition, the CTI Report determined that electricity, natural gas, telephone, and cable telecommunication services are being provided at acceptable service levels and utility companies did not identify any deficiencies in providing service in the future. Finally, the CTI Report determined that demand for City buildings and facilities will continue to be affected by growth, although no appropriate/acceptable levels of service have been established.

**Water:** The City of Santa Barbara's water supply comes primarily from the following sources, with the actual share of each determined by availability and level of customer demand: Cachuma Reservoir and Tecolote Tunnel, Gibraltar Reservoir and Mission Tunnel, groundwater, State Water Project entitlement, desalination, and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by displacing demand that would otherwise have to be supplied by additional sources. In 1994, based on the comprehensive review of the City's water supply in the Long Term Water Supply Alternatives Analysis, the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP outlines a strategy to use the above sources to meet the City's estimated demand of 17,900 AFY (including 1,500 AFY of demand projected to be met with conservation) plus a 10 percent safety margin for a total of 19,700 AFY. Therefore, the target for the amount of water the system will actually have to supply, including the safety margin, is 18,200 AFY. In general, water demand over the last decade has leveled off at approximately 14,000

AFY (City of Santa Barbara 2007). In 2005, the City prepared a General Plan Update: 2030 Condition, Trends, and Issues Report (September 2005) that examined existing conditions associated with water supply, treatment, and distribution system, and specifically analyzed and determined that there were no existing or anticipated deficiencies for the next 20-year planning period based on a growth rate of 0.7% per year.

**Solid Waste:** Most of the waste generated in the City is transported on a daily basis to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4000 tons per year) in solid waste generation over the 15-year period. The County's threshold for project specific impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 tons/year]). Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable. Proposed projects with a project specific impact as identified above (196 tons/year or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons/year], which equates to 40 tons per year, is considered an adverse cumulative impact.

#### **9a-b,d-f. Facilities and Services**

The project is not anticipated to create a substantially different demand on fire or police protection services, library services, or City buildings and facilities than that anticipated in the CTI Report. Therefore, impacts to fire protection, police protection, library services, City buildings and facilities, electrical power, natural gas, telephone, and cable telecommunication services are anticipated to be less than significant.

#### **9.c) Schools**

The project site is served by the Santa Barbara Elementary and High School Districts for elementary and high school. The project would result in an increase of one residential unit, which could generate additional students in the Districts, but not enough to substantially impact school enrollment. None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be applied to the project in accordance with State law to offset the cost to the school district of providing additional infrastructure to accommodate new students generated by the development. Therefore, project impacts to schools would be less than significant.

#### **9.g,h,i) Water and Sewer**

##### Water

The proposed project is estimated to demand 0.28 AFY (based on the City's Water Demand Factor and Conservation Study "User's Guide" Document No. 2) of additional water, which is well within the 0.7% growth rate accounted for in the LTWSP, and would not significantly impact the City's water supply. The proposed project receives water service from the City of Santa Barbara. The proposed project is within the anticipated growth rate for the City and therefore, the City's long-term water supply and existing water treatment and distribution facilities would adequately serve the proposed project. The potential increase in demand from the proposed project would constitute a less than significant impact to the City water supply, treatment, and distribution facilities.

##### Sewer

The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day (MGD), with current average daily flow of 8.5 MGD. The Treatment Plant is designed to treat the wastewater from a population of 104,000. The proposed project's estimated net new sewer demand is 0.24 AFY (217 gallons per day), which can be accommodated by the existing City sewer system and sewage treatment plant, and would represent a less than significant impact.

#### **9.j) Solid Waste Generation/ Disposal**

**Long-Term (Operational).** The project use is estimated to generate 2.86 TPY of solid waste as follows: (1 single family residence x 3.01 people per residence x 0.95 TPY), a less than significant impact, when compared to the 196 TPY threshold. With application of source reduction, reuse, and recycling, landfill disposal of solid waste could be reduced to 1.43 TPY.

**Short-Term (Demolition and Construction).** Project grading is estimated to result in 423 cubic yards of export. Construction-related waste generation is estimated to be approximately 36 tons. This represents a short-term and less than

*significant* impact related to short-term solid waste. Application of City requirements (SBMC Ch. 7.18) for construction waste recycling will minimize any impacts to the maximum extent feasible.

### **Public Services - Mitigation**

No mitigation is required.

### **Public Services – Residual Impacts**

Less than significant.

10. RECREATION Could the project:	NO	YES <i>Level of Significance</i>
a) Increase the demand for neighborhood or regional parks or other recreational facilities?		Less Than Significant
b) Affect existing parks or other public recreational facilities?	X	

### **Recreation - Discussion**

**Issues:** Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities.

**Impact Evaluation Guidelines:** Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

### **Recreation – Existing Conditions and Project Impacts**

Currently within the City there are more than 1,800 acres of natural open space, park land and other recreational facilities. In addition, there are 28 tennis courts, 2 public outdoor swimming pools, beach volleyball courts, sport fields, lawn bowling greens, a golf course, 13 community buildings and a major skateboard facility. The City also offers a wide variety of recreational programs for people of all ages and abilities in sports, various classes, tennis, aquatics and cultural arts.

The National Recreation and Park Association (NRPA) established park service area standards for various types of parks. The NRPA standards have not been adopted by the City; however, the standards do provide a useful tool for assessing park space needs. The CTI Report determined that, based on NRPA standards, there is an uneven distribution of parkland in the City, such that some areas of the City may currently be underserved with neighborhood and community parks, but overall the City has adequate passive, community, beach, regional, open space, and sports facility parks.

#### **10.a,b) Recreational Demand/Facilities**

The project would result in the construction of one new single-family residence and would create a very minor increase in demand for park and recreational opportunities in the general area. As indicated above, the City of Santa Barbara has ample parkland and recreational facilities, albeit unevenly distributed throughout the City.

There is an existing four-foot wide trail easement located immediately north of the project site's northern property line (and within the existing 40-foot wide Gaylord easement<sup>3</sup>) that was offered as part of the lot line adjustment between 1218 and 1224 Harbor Hills Drive. The proposed project includes re-aligning a portion of this trail easement such that it would be located on the project site. This new trail easement's alignment would align with the existing sidewalk on Harbor Hills and would be located in the northernmost four feet of the project site (at the southern edge of the existing trail easement) until it meets up with the existing trail easement approximately 30 feet from the western property line.

<sup>3</sup> The southern 20 feet of the Gaylord easement is on the subject property and the northern 20 feet is on the property that is immediately north of the subject property.

The site has no existing or designated public facilities. The project site consists of vacant lots that do not serve as useable open space for the area. The parks in the neighborhood include Hilda Ray, Escondido, La Coronilla, and Honda Valley. Residents of the proposed project would have access to these parks, as well as other community, beach, regional, open space, and sports facility parks, and all City recreation programs. The proposed residence would not significantly increase demand for existing parks or otherwise affect existing parks or other recreational facilities. The proposed project impact on the demand for park and recreational facilities would be *less than significant*.

### **Recreation - Mitigation**

No mitigation is required.

### **Recreation – Residual Impacts**

Less than significant.

11. TRANSPORTATION/CIRCULATION Could the project result in:	NO	YES <i>Level of Significance</i>
a) Increased vehicle trips?		Less than Significant
b) Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?	X	
c) Inadequate emergency access or access to nearby uses?		Less Than Significant
d) Decreased performance or safety of pedestrian, bicycle, or public transit facilities?		Less Than Significant
e) Conflicts with adopted policies, plans, programs, or ordinances regarding congestion management and the circulation system, taking into account all modes of transportation.	X	

### **Transportation - Discussion**

**Issues:** Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

**Impact Evaluation Guidelines:** A proposed project may have a significant impact on traffic/ circulation/ parking if it would:

#### **Vehicle Traffic**

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in the transit system.
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

#### **Circulation and Traffic Safety**

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian, bicycle, or public transit circulation.
- Result in inadequate emergency access on-site or to nearby uses.
- Conflict with regional and local plans, policies, or ordinances regarding the circulation system, including all modes of transportation (vehicle, pedestrian, bicycle, and public transportation).

**Traffic Thresholds of Significance:** The City uses Levels of Service (LOS) “A” through “F” to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered “impacted” if the volume to capacity ratio is .77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

- (a) Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or
- (b) The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

- (a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or
- (b) Project would contribute traffic to an intersection already exceeding 0.77 V/C.

## **Transportation – Existing Conditions and Project Impacts**

### **11.a) Traffic**

#### **Long-Term Traffic**

The addition of a single-family residence to this neighborhood is expected to generate one p.m. peak hour automobile trip and 10 average daily automobile trips. Once the peak hour trips are distributed from the project site onto the City street network, the proposed project is not expected to trips to any impacted intersections due to the minimal amount of trips generated by the project. The proposed project impact to long-term traffic would be less than significant because City intersection Levels of Service would not be impacted by development of this project.

#### **Short-Term Construction Traffic**

The overall project construction process is estimated to last approximately 20 months. The project would generate construction-related traffic that would occur over the 20-month construction period and would vary depending on the stage of construction. Temporary construction traffic is generally considered an adverse but not significant impact. In this case, given traffic levels in the area and the duration of the construction process, short-term construction-related traffic would be a less than significant impact. Standard conditions of approval to minimize construction-related traffic impacts would be applied as appropriate, including restrictions on the hours permitted for construction trips, and approval of routes for construction traffic.

**11.b) Safety Hazards.** Currently, there is no vehicular access to the site. The project would include construction of a new driveway from the terminus of Harbor Hills Drive. The new driveway would be approximately 20 feet wide, and would be located within the 40-foot wide Gaylord easement, a portion of which is on the subject property. This new driveway would serve the proposed new residence and could potentially provide a portion of the access to a future single family residence on vacant land north and west of the subject property. The proposed driveway has been reviewed by the Fire Department and Transportation Division and has been designed in accordance with all standards for visibility and access. The project would have no impact related to unsafe design features.

### **11.c) Emergency Vehicle Access and Evacuation**

The proposed project impacts associated with vehicular access, circulation and safety related to the new driveway location and access to and from the new residence would be less than significant because it has been reviewed and found adequate by the City’s Public Works, Transportation Division, and Fire Department.

### **11.d) Bicycle/Pedestrian/Public Transit**

No dedicated bike lanes currently exist along Harbor Hills Drive. Sidewalks are generally provided on both sides of Harbor Hills and La Coronilla Drives, although there are some gaps. The project would not impact any of these existing sidewalks. There is no sidewalk currently provided in the area proposed for the new driveway. A four-foot wide pedestrian trail easement exists within the Gaylord easement. The project proposes to provide a pedestrian path along the



northern edge of the driveway, crossing over the driveway to connect to the edge of the existing sidewalk on the southern side of Harbor Hills Drive. The pedestrian path would be a new easement. This could provide a beneficial impact to pedestrians if the trail easement is ever fully effectuated to the northwest of the project site. The closest bus routes are located along Carrillo Street, Cliff Drive Loma Alta Drive.

Project impacts associated with pedestrian, bicycle or public transit facilities would be *less than significant* because one new single-family residence would not result in a substantial increase in the need for new transit facilities, bike lanes or sidewalks in the area. Pedestrians and bicyclists would continue to share the existing right-of-way.

#### 11.e) Congestion Management

The project involves construction of one single-family residence in an area designated for residential use. The project site would have direct access from a public street and would not conflict with or impede implementation of any policies, plans, programs, or ordinances regarding congestion management and the circulation system, taking into account all modes of transportation. Therefore, there would be *no impact* to congestion management or the circulation system.

#### Transportation – Mitigation

No mitigation is required.

#### Transportation – Residual Impact

Less than significant.

12. WATER ENVIRONMENT		NO	YES
Could the project result in:			<i>Level of Significance</i>
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		Less Than Significant
b)	Exposure of people or property to water related hazards such as flooding?	X	
c)	Discharge into surface waters?		Less Than Significant
d)	Change in the quantity, quality, direction or rate of flow of ground waters?		Less Than Significant
e)	Increased storm water drainage?		Less Than Significant

#### Water – Discussion

**Issues:** Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.

**Impact Evaluation Guidelines:** A significant impact would result from:

##### Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.

##### Flooding

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard

##### Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

## **Water Resources – Existing Conditions and Project Impacts**

The subject property is steeply sloping to the south. A natural drainage channel is located to the southwest of the property. Further south of the site, this drainage is converted to pipe flow, and eventually outlets to the ocean. Currently, storm water runoff from Harbor Hills Drive is intercepted by a catch basin and swale at the end of Harbor Hills Drive that carries street runoff away from the subject property. Storm runoff from the site sheet flows in a southerly direction until it reaches the natural drainage channel. A Preliminary Drainage and Hydrology Report (dated October 2010), prepared by Mike Gones (*Exhibit K*), is incorporated hereing by reference and summarized below.

### **12.a,c,d,e) Drainage/Water Quality**

Development of a new residence and driveway will increase impermeable surfaces and thereby result in a minor increase in surface runoff and discharge to surface waters, and a minor decrease in groundwater recharge. The City and State require that onsite capture, retention, and treatment of storm water be incorporated into the design of the project. Pursuant to the City's Storm Water Management Plan (SWMP) and the NPDES General Permit for Storm Water Discharges, the City requires that any increase in stormwater runoff (based on a 25-year storm event) be retained onsite and that projects be designed to capture and treat the calculated amount of runoff from the project site for a one-inch storm event, over a 24-hour period.

Long-Term (Operations): The proposed development of the site would increase storm water runoff by 3.57% for the 25-year storm event (an increase of 0.08 cubic feet per second). Runoff from the project site following occupancy could include urban contaminants such as pesticides, cleaning supplies, automobile fluids, fuels and fertilizers typical of all residential projects. The project includes a complete storm drainage system that includes a permeable driveway and collects roof and patio drainage in an underground cistern capable of holding a one-inch storm event. The cistern(s) can be used for non-potable water use (e.g. irrigation). Cistern overflow would be transmitted by pipe to a vegetative swale/French drain system that allows additional infiltration and eventually discharges to an energy dissipater to prevent erosion, prior to entering the existing drainage channel. The project's proposed drainage measures will address the City's Tier 3 requirements for storm water management and water quality. The proposed project's impacts related to surface water quality would be *less than significant* because, as required by the City's Storm Water Management Plan (SWMP), the project has been designed to retain and treat flows from the one inch, 24-hour storm and the peak runoff discharge rate will not exceed the pre-development rate for the 25-year storm event.

Short-Term (Construction): Project grading activities related to a construction of the single-family residence create the potential for temporary, incremental and localized erosion and sedimentation, and fuel and oils released from construction equipment could affect water quality. Numerous federal, state and local regulatory programs have been established to minimize impacts to water quality resulting from construction operations. The proposed project impacts related to surface water quality during construction would be *less than significant* because the potential for contamination is limited. Compliance with applicable regulations, including the City's best management practices for construction, will further reduce the potential for the proposed project to result in short-term construction-related water quality impacts.

### **12.b) Flooding**

The project site is not located in a flood hazard zone or in an area prone to flooding. Concentrated drainage occurs within the unnamed drainage located west of the project site. The project would not alter the course or flow of this drainage, and it does not create any flooding hazards for the project site. Therefore, there would be *no impact* related to flooding.

## **Water Resources –Mitigation**

No mitigation is required.

## **Water Resources – Residual Impact**

Less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X
c)	Does the project have potential impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X

a. As discussed in Section 3 (Biological Resources), with the implementation of required mitigation to address fuel management, the project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Section 4 (Cultural Resources), the project would not eliminate or impact important prehistoric or historic resources.

b. As discussed in Sections 1 through 12 of this Initial Study, the project, as mitigated, would not result in significant short- or long-term environmental impacts.

c. Sections 1 through 12 of this Initial Study consider potential cumulative impacts to environmental resources. As discussed in these sections, the project, as mitigated, would not result in any significant, cumulative impacts on the environment because the project contribution to cumulative impacts would not be considerable.

d. As discussed in Sections 1 through 12 of this Initial Study, no significant effects on humans (direct or indirect) would occur as a result of this project as mitigated. All potentially significant impacts related to biological resources, geophysical conditions, and hazards can be mitigated to a less than significant level. In addition, mitigation measures are recommended to further reduce adverse but less than significant impacts associated with aesthetics, air quality and geophysical conditions.

### INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that with identified mitigation measures agreed-to by the applicant, potentially significant impacts would be avoided or reduced to less than significant levels. A Mitigated Negative Declaration will be prepared.

### MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A draft Mitigation Monitoring and Reporting Program has been prepared for the project in compliance with Public Resources Code §21081.6. The draft MMRP is attached here as *Exhibit C*.

ALL DeBusk 5-31-11  
Initial Study Preparer Date

Melissa Heston 5-31-11  
Environmental Analyst Date

**EXHIBITS:**

- A. Topographic Map**
- B. Project Plans**
- C. Mitigation Monitoring and Reporting Program**
- D. Site Photographs**
- E. Single Family Design Board Minutes – August 2, 2010**
- F. Single Family Design Board Minutes – August 30, 2010**
- G. URBEMIS 2007 Version 9.2.4 Emissions Reports dated March 2, 2011**
- H. Biological Assessment and Impact Analysis, prepared by Rachel Tierney and dated May 26, 2010, including a letter addendum dated September 16, 2010**
- I. Preliminary Geologic Investigation prepared by Coastal Geology & Soil, Inc. and dated November 10, 2010**
- J. Foundation Exploration prepared by Coast Valley Testing, Inc. and dated March 11, 2008, including a Report Update/Response dated October 13, 2010**
- K. Preliminary Drainage and Hydrology Report prepared by Mike Gones and dated October 2010**

**LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY**

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request.

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

2004 Housing Element

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Master Environmental Assessment

Master Environmental Assessment Maps (2008)

Parking Design Standards

Plan Santa Barbara Final Environmental Impact Report

Santa Barbara Municipal Code & City Charter

Special District Map

Uniform Building Code as adopted by City

Zoning Ordinance & Zoning Map